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WALLACE R. FARRINGTON, - - - EDITOR

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MONDAY, APRIL 10, 1911

What do we live for, if it is not to make life less difficult to each other?—George Eliot.

BLAMING THE SCHOOL CHILDREN

"The increase has become necessary on account of the popular demand for a more liberal educational policy."

This sentence in the Finance Committee minority report on the tax bill discloses the "nigger in the wood pile" that has been holding up the SCHOOL BILL. All the added expense of the government is to be saddled off onto the public schools. This "more liberal educational policy" is nothing more or less than a plan that will prevent the children of Hawaii from becoming hoodlums instead of useful citizens. The Territory for the first time in its existence is preparing to do its full duty by the little children of Hawaii. And little children have to bear the blame of increased taxation.

Admitting that the "popular demand" has forced the school bill through thus far why do you further delay it? Why do you continue to barter and jeopardize the future of little children in the alleged effort to save a few cold heartless dollars?

PASS THE SCHOOL BILL

No legitimate excuse can be given by any member of the House of Representatives for further delay in final action on the Public School bill.

The only possible reason for delay is to use the measure for trading purposes, political log rolling, to force through some other bill that does not have the same hold upon public favor and that has not merited the same unanimous support from all elements in the Territory.

Under the present conditions the only possible purpose of holding up the School bill is to threaten to kill it in event an element behind certain features of the tax bill does not do as another element wants. Either side of the controversy apparently stands ready to knife the school bill if its ideas on the tax bill are not carried out, and then it is expected that the public will be satisfied to sit idly by and listen to the men who put the knife into the School bill argue over who was responsible for it.

PASS THE SCHOOL BILL AND PROVE that there is no doubt of the absolute good faith of the members who claim to be friendly to the measure but who are day after day dodging a straight clear-cut vote that will put them on record.

HAWAII'S PACIFIC COAST FRIEND.

Representatives of the Alaska canneries coming to these islands to pirate the labor from our industries have found a practically united community and certainly one that is ready to fight when its prosperity is threatened.

It is to be hoped that they have had enough. If they have not and the labor war must continue, there is a plan for developing staunch commercial friends, that should not be ignored.

The Alaska canneries have their headquarters in Pacific Coast cities that do a large business with and through Honolulu. If these communities propose to take the good money of our trade with one hand and turn around and countenance the robbery of our labor with the other, it is high time that business men of the islands began to more seriously consider the advances made by other cities of the Pacific Coast to secure the business of Hawaii.

Los Angeles has shown itself ready and anxious to do everything in reason to build up trade with the islands. That commercial center has all the advantages of water and rail connections and could do for Hawaii all that is now done by San Francisco or Seattle, from which cities the labor pirates appear to be operating.

It would cost money of course to transfer Hawaii's business to another trade center but not so much as it would to do business with communities that are harboring labor pirating expeditions.

If San Francisco and Seattle prefer labor pirates of Alaska to the trade of Hawaii, they ought to be given an opportunity to choose.

The largest deal ever made among the industries of Honolulu was announced in the sale of the plant of the Itala Wagon works to a new company composed of George Yule, George A. Yule and W. Yule.

A distinguished society leader of New York, lately returned from a motor trip through France, said that for the most delightful experience was heard of the French peasants singing the mayonnaise.—Everybody's Magazine.

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Come and see us as to terms.

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BETHEL STREET

SENATOR ON WAY TO SEATTLE, IS STORY

(Continued from Page 1)

Human Beings Not Freight.

The local customs authorities refuse to recognize human beings or consider them as packages or parcels of freight. Following the departure of the Senator from the Blackford wharf to the open sea, a request was made by the collector of Customs, asking for the number of persons who were transported by his schooner Concord to the Senator. The shipper of the Concord is reported to have declared that his vessel carried no passengers. Pressed for an answer, he stated that he carried cargo only.

Two men from the customs staff then visited the Senator as she cruised outside the harbor limits, and upon boarding the vessel checked up the "packages of freight." Their count tallied one hundred and twenty-five persons. Since the tally and prior to the disappearance of the Senator from these shores, three or four persons were brought ashore. It is therefore believed that the Senator got away with one hundred and twenty passengers. However, there is no list of these

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people on file with the local authorities, though it is understood that the purser of the Senator made up a complete list of his people while on board the same to be delivered to the customs officials at destination.

Miller Says "Not Guilty." When seen this morning, Captain Miller stoutly declared that he was not guilty of any misdemeanor, nor had he aided or assisted in the recruiting of laborers as charged under the statutes, now a law by action of the present Legislature.

Captain Miller takes the stand that if he enters a plea of guilty to the charge of aiding or abetting, he makes practical admission that he has been in the wrong.

It is intimated that the skipper of the James McKee is laying his wires for the filing of a series of damage suits against the people who have been instrumental in tying up his fleet of steamers, launches and other craft. "I have a contract with the United States government for towing between this port and Pearl Harbor," stated Miller this morning. "I have been unable to fulfill its provisions, but hope to execute my vessels through due process of law today and then resume work."

Miller insisted that he had entered into no agreement with the opposition attorneys in entering a plea of guilty to charges filed with an understanding that he would escape with a very nominal fine.

Senator Headed for the Northwest.

With the return of the last launch from the steamship Senator shortly after 6 o'clock on Saturday night, it was pretty generally understood in shipping circles that the Pacific Coast steamship would sail away for the North Pacific coast with the weighing of her anchor.

The purser was ashore during the latter part of the afternoon. Attorney Dorn, representing the steamer, had

several conferences with the Federal officials. While he was non-committal regarding the plans for the dispatch of the steamer, it could be plainly read between the lines that the Senator had already tarried over and above the stipulated "lay days" as provided in her charter with the A. P. A.

There is every reason to believe, from what could be gained on board that vessel last Saturday, that the steamer upon leaving here would not proceed to San Francisco. In the light of a possible dissatisfaction among recruited laborers arriving at the California port by the Kona, the packers' representative was apprehensive of taking chances with landing more men at San Francisco. It would cost no more under the existing charter to proceed to the fisheries direct.

Will Alameda Come Next?

An officer on board the Senator, who was fortunate in gaining the shore during the brief stay of the vessel at Honolulu, is authority for the declaration that the old reliable steamship Alameda, now the property of the Alaska Packers' Association and its various branches, would next be dispatched to the Islands to gather up those who desired to take up work with the canneries and fisheries.

The contention was raised that the Alameda, of many pleasant memories, has always been looked upon as a favorite with Island people, and therefore her reception here, with some of her old officers aboard, would not be as cold and cheerless as that accorded the little Senator. The Alameda has been on a passenger run between Seattle and Alaska ports, but it is said the slack season is approaching and this vessel could be better spared by the packers than to again enter an expensive charter with a vessel which they do not own or control. The legal representatives decline to discuss the matter of sending down the Alameda at this time.

CONTINUANCE IS GRANTED TO RECRUITERS BY COOPER

A continuance until Thursday was granted by Circuit Judge Cooper this morning in the case of the Territory against Frank B. Craig and his two recruiting lieutenants, Alvarado and Baltazar.

Attorney E. M. Watson for the defendants asked for further time to file demurrers to the indictments and no objection to the continuance was made by City and County Attorney Cathcart.

It is reported that there has been a suggestion of compromise in the cases now pending and that this is one of the reasons for the continuance being granted.

The habeas corpus proceedings brought by a Portuguese woman whose boy was detained on the Senator have been discontinued.

GOVERNOR MAKES HIS FIRST VETO

Governor Frear took his pen in hand this morning and exercised his gubernatorial right of vetoing a legislative measure. The unlucky measure is House Bill 87, introduced by Kellinot, relating to the militia, and provides a schedule of pay for members of the National Guard when on active duty.

It was the first veto of the session, but although it excited a lot of interest around the legislative halls when Secretary Medford marched down with the documents and the high hat, the veto is not a serious one. The Governor discovered that the bill is not properly drawn, as it adds to the present law several sections numbered with numbers already in use. The Governor's smoothness over the veto is saying: "Mistakes of this character will naturally occur once in a while through inadvertence, but I feel that the Legislature would prefer not to have them appear upon the statute books and thus detract from the credit which it deserves for the good term in which bills usually are passed."

Kellinot, the introducer of the bill, will rectify the mistake, and a new bill will be drawn. Pending the introduction of this, the Governor's first veto of the session was laid on the table and will, it is presumed, be sustained without any great amount of rancor anywhere.

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HAWAII COUNTY TALKS LIGHTING

(Special Bulletin Correspondence) Hilo, Apr. 7.—The county of Hawaii is beginning to think seriously of going into the street lighting business on its own hook and to generate the lights for its own public buildings as well. The proposition was brought up at the meeting of the supervisors yesterday, when Austin introduced the following resolution, which carried: "Whereas, The county of Hawaii is now expending money in the neighborhood of four thousand dollars per annum for electric lights in the public streets and the various public buildings of Hilo; and

"Whereas, This amount represents an income on a capitalization of forty thousand dollars, reckoning on a basis of 10 per cent. per annum; and

"Whereas, It may prove more profitable to the county of Hawaii to install its own lighting and power plant in Hilo; be it therefore

"Resolved by the Board of Supervisors in and for the county of Hawaii, That the county clerk be and he is hereby directed to communicate with different firms relative to the installing and equipping of a plant to generate electricity, and to ascertain from them the amount of power which may be furnished by a plant costing in the neighborhood of forty thousand dollars and also to obtain figures relative to the cost of operating such plant."

PLEADED GUILTY AND SENTENCED

Two indeterminate sentences were imposed by Circuit Judge Cooper this morning, both on pleas of guilty to indictments by the Territorial Grand Jury.

K. L. Hill, a Hawaiian, who personated a Chinese who had attacked a woman, knocking the Celestial in the pavement and fracturing his skull, was sentenced to a term of imprisonment of not less than five years nor more than ten. He pleaded guilty to a charge of manslaughter in the second degree.

J. Rivera, who pleaded guilty to an indictment for robbery, was sentenced to imprisonment for a period not less than five years nor more than twenty.

SATURDAY SADNESS

Five plain and undecorated drunks were placed in cold storage by the police department during Saturday night. Upon arraignment this morning one who had later secured bail failed to show up and the sum of \$6 was therefore forfeited. Each member of the quartet offered some fifty-seven varieties of excuses but wound up by pleading guilty to the soft impeachment.

John Johnson, apparently had played to many return engagements. He claimed to be a sailor from the distressed vessel James Johnson now lying at the port. Judge Lymer assessed the seaman twelve dollars and the costs while the others escaped with the regulation three dollars and the trimmings.

Inter-Island and O. R. & L. shipping books for sale at the Bulletin office, 50c each.

Shoes For Children

Some new lines at especially low prices.

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FOR DRESS WEAR

Sizes 8½ to 11...\$2.50

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